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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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information on the 30 September 1953
 status of the 1953 road bridge construction program;

1. Bridge F-191-M-3 over the Elbe River near Plau, Kraus, Lueha. Due to difficulties experienced in rolling mills, the date of delivery for the bridge superstructure was postponed to 31 October 1953.
2. Bridge F-191-M-3 near Neustadt-Glewe. The structure is completed except for minor paving work.
3. Bridge F-104-M-13 over the Randow River near Loepknitz. Concreting work on the roadway is completed. Paving work has not been started because no pavers were available.
4. Bridge F-109-B-8 over the railroad line near Blindow. The bridge is completed.
5. Bridge F-110-B-5 over the Peene River near Tscherin. All the construction materials required have been shipped to the construction site.
6. Bridge F-194-M-2 over the Peene River near Jammin (Meyenkristsbruecke). Underground construction work has been completed, work on the construction of the two bridge ramps was started on 25 September.
7. Bridge over the Randow River near Eggesin. Work on the roadway and the paving of the two bridge ramps were started on 28 September.
8. Bridge over the Ucker River at Torgejow. The roadway was being concreted on 29 and 30 September. Work on the construction of the west and east ramps of the bridge continued according to schedule.

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9. Bridge A-BB-B-2 over the Notte Canal near Ragow.
All the bearings required arrived by late September. Round steel for the reinforcement of the bridge superstructure was being installed. There was shortage of 170 tons of crushed stone.
10. Bridge F-96-B-29 over the Oder-Havel Canal at Havelhausen.
The request to have the bridge reconstructed was rejected because of a shortage of materials.
11. Bridge F-102-B-5 over the Gross Fliess-Rhin near Neugarz.
The bridge has been completed.
12. Bridge A-BB-B-3 over the Lake Teupitz near Gross Koeris.
The bridge was opened to traffic.
13. Bridge F-188 over Neue Schleuse and Archenarm at Rathenow.
So far contracts to the total value of 1,693,700 eastmarks have been placed. About 1,200 tons of crushed stone are still lacking.
Bridge construction work will proceed according to schedule if this crushed stone delivered on time.
14. Bridge 1-345-B-1 over the Oder-Havel Canal near Lehnitzer Schleuse.
Shop work on the steel sections of the bridge is 60 percent completed.
The foundations of the river piers and of the abutment of the Oranienburg side of the structure were being completed.
15. Bridge F-102-B-3 over the Dosse River near Friedrichsdorf.
The structure was opened to traffic on 18 September 1953.
16. Bridge F-188-B-12 over the Hauptkanal at Landin.
The bridge has been completed.
17. Bridge F-167-B-4 over the Schnelle Havel River at Liebenwalde.
Construction work was delayed by difficulties experienced at the bottom of the river and the delivery of earth moving equipment caused by a shortage of railroad cars.
18. Bridge F-167-B-6 over the Havel near Liebenwalde.
Work on the installation of the construction site was under way.
Difficulties were experienced in the delivery of earth moving equipment owing to a shortage of railroad cars.
19. Bridge F-167-B-7 over the Voss Canal at Liebenwalde.
Work on the installation of the construction site was under way.
The scheduled continuance of the project depended on the timely arrival of construction records.
20. Bridge F-102-B-6 over the Muehlenrhin near Neugarz II.
The target set for 1953 will probably be reached. There was a shortage of crushed stone.
21. Bridge ABN-B-6 near Linthe.
Since the first lane of this autobahn bridge has not yet been completed, the second lane will not be constructed in 1953. Steel and cement are available in adequate quantities; however, there was a shortage of crushed stone. The timely fulfillment of scheduled construction work will depend on the delivery of this crushed stone.

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22. Bridge ABN-B-3 near Schaeus.
The roadway of this autobahn bridge was not expected to be completed in the current year.
23. Bridge ABN-B-4 near Borkheide.
Construction work on this autobahn bridge may be delayed by a shortage of stone chippings.
24. Bridge ABN-B-1 near Beelitz.
The monetary allocations for this autobahn bridge will not suffice for the completion of the bridge. Moreover not all of the stone chippings required had been delivered.
25. Bridge ABN-B-11 over the Muehlenfliess near Ruedersdorf.
The foundations for the eastern lane of the autobahn bridge have been completed. About 150 tons of steel sections were completed in the shop. Another 103 tons of sheets are required for shop work.
26. Bridge ABR-B-13 over the Kalkgraben near Ruedersdorf.
The placing in position of lattice girders on the west lane was about 10 days behind schedule. About 80 percent of the Uetz-type girders were delivered. The foundations of the east lane were completed.
27. Bridge A-BST-B-21 over the railroad line near Alt-Huettendorf.
Scaffolding and boarding up work for the entire bridge was nearing completion. The foundations, abutments and arches were concreted. Construction work continued according to schedule.
28. Bridge A-BST-B-22 over class I road No 243 near Alt-Huettendorf.
Clearing up work was almost completed and the boarding up of abutments was 90 percent completed. Construction work was practically suspended on 5 September because of a lack of stone chippings.
29. Bridge A-BST-B-25 over class I road No 247 near Werbellin.
The bridge was completed except for the railings and the western lane.
30. Bridge A-BST-B-29 over the Oder-Havel Canal near Finowfurt.
Repair work on the southern abutment continued. The third construction stage for the bridge superstructure was completed. The material required for the fourth construction stage has been delivered while shop work on steel constructions required for the fifth construction stage was nearing completion. There was a shortage of stone chippings.
31. Bridge A-BST-B-38 over Obersee-Lanke.
About 90 percent of the steel constructions for the east lane of this autobahn bridge were completed. Work on the construction of the roadway was to be started in early October. There was a shortage of railroad cars required for the removal of construction machines.
32. Autobahn Bridges near Frankfurt/Oder.

Project 1. The sidewalks of the bridge were completed and steel railings mounted.

Project 2. The bridge will be completed by 31 December 1953.

Project 3. The bridge will be completed by 31 December 1953.

Project 4. The abutments and the piers of the bridge will be completed by the end of the year, while the superstructure will be assembled in 1954.

Project 5. Construction work has been postponed to 1954.

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Project 6. The assembly work for the superstructure of the first span is completed and the superstructure was scheduled to be placed in position between 8 and 10 October 1953. Efforts will be made to complete the superstructure for the second span in 1953. Work on the facing of the northern abutment was scheduled to be started on 15 October.

Project 7. The bridge has been completed.

Project 9. The bridge has been completed.

Project 10. Work on the construction of the piers and abutments continued according to schedule and the fixed targets will be reached. The same applies to the superstructures of the bridge.

33. Bridge F-87-B-1 over the Oder-Spree Canal near Muellrose. Paving work will be completed by 20 October. Assembly work on the superstructure of the bridge was scheduled to be started on 15 November 1953. The work is expected to be completed by 31 December 1953.
34. Bridge over the Spree River near Beeskow. Clearing up work has been completed. Both abutments have been concreted as far as the joint on the saddles. The piers were scheduled to be concreted up to the level of the saddles in the following week. One arch of the bridge was scheduled to be completed in 1953.
35. Bridge over the Oder River near Hohenwutzen on F-158 road. The bridge construction program was revised. Work was shifted from pier C to abutment A.
36. Bridge over the Oder River at Schwedt on F-166 road. The bridge debris could not be cleared from the river according to schedule because no excavator was available. Work was started on abutment O and the west ramp of the bridge.
37. Bridge A-BST-B-15 over the railroad line near Stegelitz. This autobahn bridge has been completed.
38. Bridge A-EST-B-27 over a road near Werbellin. The project was nearing completion.
39. Bridge on a class I road near Nuhnen. The bridge was opened to traffic.
40. Bridge A-BST-B-20 over a road near AlthuettenCorf. One lane of this autobahn bridge was opened to traffic. Work on the second lane did not proceed according to schedule.
41. Bridge A-BST-F-19 over a road near Glameek. This autobahn bridge has been completed.
42. Bridge A-BF-B-6 over class I road No 356 near Nauen. Debris from the abutments were being cleared. Work on the concreting on the eastern abutment was scheduled to be started on 20 October. The target fixed will be reached.
43. Road bridge over the Meglitze River east of Schwedt on the Oder River. Tests made by divers proved that the demolished superstructure of the previous bridge has hardly sunk into the bottom of the river. The construction of work scaffolds required for the reconstruction of the bridge was meeting with difficulties owing to a shortage of oxygen required for cutting torches.

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44. Ratswiesenbruecke on F-166 road near Schwedt on the Oder River. Work on the clearing of debris was started on 1 August 1953. The delivery of the electric power required meets with difficulty owing to conditions existing along the East German-Polish demarcation line.
45. Bridge A-BB-B-15 over F-87 road near Duben. The bridge has been completed.
46. Bridge ABN-B-13 over the Spree River near Berkenbrueck (Dehmseebruecke) Underground construction work and the abutments, piers, including the hinge piers, were scheduled to be completed by 15 October. Work on the assembly of the steel superstructure of the bridge was scheduled to be started on 1 October.
47. Autobahn bridge over the railroad near Ruhland. The steel superstructure of the Dresden-Berlin lane was completed. Nine tons of the round steel required were still lacking.
48. Bridge F-115-B-2 over the autobahn near Freiwalde. Paving work was completed and the railings were mounted. One lane of the autobahn bridge was concreted.
49. Bridge F-115-B-12 over the Spree River near Cottbus. The two abutments and the center pier will be completed according to schedule by 31 December 1953.
50. Autobahn bridge over the Schwarze Elster River near Ruhland. The steel superstructure of the bridge and the concrete layer of the road bed were completed.
51. Autobahn bridge over a railroad line near Schipkau. The temporary bridge has been dismantled. Reconstruction work continued according to schedule.
52. Bridge over a railroad line on F-169 road near Lauchhammer. Construction work continued according to schedule.
53. Autobahn bridge over the Elbe River near Hohenwartha. Repair work was delayed by a shortage of rivets.
54. Bridge over the Mulde River near Dessau. The pier of the bridge was concreted.
55. Faehrsee Bridge near Dessau. Shop work on the bridge continued according to schedule.
56. Schumann Bridge near Dessau. Concreting work on the abutments and the piers continued according to schedule.
57. Bridge over the Selke River near Hoyn. Excavation work was started by Bau Union Magdeburg on 2 September.
58. Bridge over the Saale River near Schkopau. The temporary bridge was being painted. Contracts for the construction of the new bridge have been placed.

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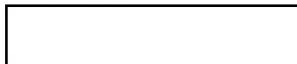
59. Autobahn bridge over the Moersel River near Leina.
The bridge was reconstructed 35.4 percent.
60. Autobahn bridge over the Ilm River near Mallingen.
The bridge was reconstructed 78.8 percent.
61. Autobahn bridge over the Saale River near Goeschwitz.
The bridge was reconstructed 83.1 percent.
62. Autobahn bridge over the Klein Striegis near Schlegel.
The targets set for 1953 will be reached on condition that railroad cars will be made available for the shipment of aggregates required for concreting work.
63. Autobahn bridge over the Saubachtal valley near Wilsdruff.
Construction work on the autobahn bridge continued according to schedule.
The target fixed for construction work in 1953 will probably be reached.
64. Bridge F-6-S-50 over Rosenhainer Wasser at Rosenhain-Dolgow.
The bridge was opened to traffic.
65. Autobahn bridge over the Luetzelbach at Frankenberg.
The Meerane-Dresden lane was opened to traffic. The bridge will be completed according to schedule.
66. Autobahn bridge at Flur Kaendler.
Assembly work was completed 80 percent. The bridge will be completed according to schedule.
67. Autobahn bridge over the Chemnitz River near Glosa.
The Meerane-Dresden lane was opened to traffic. Work on the Dresden-Meerane lane has been started. The bridge will be completed according to schedule.
68. Bridge near Crumbach on F-169 road.
Both abutments were completed; the bridge was being boarded up for concreting work. The bridge will be completed according to schedule.

Bridge over the flood area over the Mulde River near Dessau (Prinz-Liesenerbruecke).
The roadway of the bridge was nearing completion. There was a shortage of paving stones.
70. Bridge over Brenzer Canal near Parchim.
The contract for the construction of the new bridge was placed on 9 September 1953, the old bridge was being dismantled.
71. Bridge A-RR-B-34a over the Nuthegraben near Genshagen.

Clearing up work has been completed. Work on the boarding up of the western abutment was started. Construction work was delayed by a shortage of labor and of crushed stone and reinforcements for concreting work.
72. Bridge F-191-M-3 near Neustadt-Glewe.
The bridge was nearing completion.
73. Autobahn bridge over the Elbe River near Wockerode.

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Concreting work continued on the bridge and bridge piers. Further steel constructions for the bridge superstructure arrived. About 160 tons of sheets required had not arrived by 30 September.

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 improbable that the shop work for steel constructions scheduled for 1953 will be completed according to schedule.

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 Comment. The report furnishes comprehensive information on the 30 September 1953 status of the 1953 bridge construction program. The report indicates that the progress of construction work was in several cases delayed by the shortage of crushed stone. The shortage of railroad cars mentioned repeatedly was probably caused by the peak traffic to be handled by the East German Railroads during the fall period.

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